	CLASSIFICATION CONFIDENTIAL		
	CENTRAL INTELLIGENCE AGENCY INFORMATION REPOR	REPORT	
	INFORMATION REPOR	18	
COUNTRY	USSR	DATE DISTR. 28 Oct 1954	
SUBJECT	The Chief Administration of Military Transport of the Soviet Army/Steel Girder Spans	-	 0X1-HUM
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***************************************	AND. THE REPRODUCTION OF THIS FORM IN PROMICETES.	50	DX1-HUM
	command of the Chief of Military Transportation (This nest was occurred through 1943 by Lieutenant Of the Chief Administration of Military Transport From under the Chief Administration of Military transport transport troops and transport troops. A transport train From under the jurisdiction of the Chief Administration. Under constant conditions, armored trains From under the jurisdiction of the Chief Administration. Under constant conditions, armored trains From Administration of Military Transportation of From Administration of Military Transportation of Administration of The Troops (Clavacy Spraylend These purely transport troops, such as "submetable to army or front headquarters in time of war. The were organised either into "automobile battalism A tattalion usually had from 300 to 400 2 tex	General (fau) Troubetskoy real Troubetskoy was the head ation (Glavacye Upravlenie In wortime, each army In peacetime, each mili- Other transport troops also reasportation. These troops ge considered to be an infantry division, were not lies, which was a typical dilitary goods from one sup- , when not in combat, also reation of Military Transpor- seme under the operations about 1936 or 1937, trans- m) were taken away from the mid essigned to the Chief (e Avtobromitankovikh Voisk). he battalions, "were attached let of the "automobile troops" " or "automobile companies."	50X1-HUM
	command of the Chief of Hilitary Transportation (This nest was occurred through 1943 by Lieutenant Gene of the Chief Administration of Hilitary Transport Foomnikh Scobeheai), a part of the General Staff. Interf included a Chief of Hilitary Transportation tary district headquarters had such an officer. Came under the Chief Administration of Hilitary Transportation tary district headquarters had such an officer. Came under the Chief Administration of Hilitary Transport programic part of a basic unit, such as that of an included in transport troope. A transport battal transport troop unit, was utilized only to move a ply base to amother, for example. Armoved trains came under the jurisdiction of the Chief Administration. Under combat conditions, ermoved trains section (operatival otdel) of an army staff. In port troop units using trucks (avtendalmini voice Chief Administration of Engl Troops (Slavnoys Spraylett) These purely transport traces, such as "automabil to army or front headquarters in time of ver. In	General (fau) Troubetskoy real Troubetskoy was the head ation (Glavacye Upravlenie In wortime, each army In peacetime, each mili- Other transport troops also reasportation. These troops ge considered to be an infantry division, were not lies, which was a typical dilitary goods from one sup- , when not in combat, also reation of Military Transpor- seme under the operations about 1936 or 1937, trans- m) were taken away from the mid essigned to the Chief (e Avtobromitankovikh Voisk). he battalions, "were attached let of the "automobile troops" " or "automobile companies."	50X1-HUM

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	from 80 to 100 trucks. However, the number of vehicles varied and could essily in some cases be lower than the above figures. The Chief Administration of Military Transportation retained jurisdiction over roads.	ļ
	The Chief Administration of Military Transportation, along with the Army Engineers, also had a hand in locating and building railways and "chausses" (improved roads) in the UMER. The Engineers were concerned with the technical aspects, while Military Transportation was interested in utilisation (explotately) of the roads and in planning as to the extent to which the roads could be used for military purposes.	ſ
3•	The most important function of the Chief of Military Transportation in Moscow was to control all the railways in the USER in time of war. A metwork of army officers assigned to Soviet railways in peacetime made it possible for the Chief of Military Transportation promptly to exercise his authority. The following statements should serve to describe the method followed in assigning army officers to railways. each military district headquarters included a Chief of Military Transportation. The head of each railway administration (upravlenie) was a civilian but he always had a military assistant (voemni pomoshnia),	50X1-HUN , 50X1-HUI
	officials retained their positions in wartime, but this network of assistant military railway chiefs took over control of all activities connected with military needs.	;
 ,	Railway troops were usually organized in regiments, with some battalions. They were used by armies when needed. They, as transport troops, were considered as a separate branch, such as were the Engineers. Their primary mission was to service (maintain, repair, and have trained personnel available) railway lines near the front (golovaii uchastki shelesnikh dorog). These lines were those which extended from 80 to 100 kilometers to the rear of the front lines. Another mission of these troops was to destroy railway lines in event of retreat.	
5	A railway regiment was commanded by a colonel, had a strength of about 2300, and consisted of three battalions, each headed by a lieutement colone one was a construction battalion and two were "exploitation" (utilisation) battalions. Companies within the battalions were of different types, corresponding to some of the railway services (slumbbi), such as roadbeds (putel) and traffic (dvishesi).	
(two railway military schools (uchilishi) for railway troops, which graduated officers of railway troops. There was also a military railway institute (vocano shalesse doroshai institut) in Hovesi-birsk. Graduates of this institute were assigned as local Chiefs of Military min camp for re-	50X1-HU
	Transportation at Corokhorets, between Iline and Frezione way troups was at Corokhorets, between 111ne and bridge.	

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seeded, them squares, or eague, made of relivey ties were used as pilos.
These were referred to as "klotki" (squares) or "vremini klotichni ustoi" (temperary square, or cage, suggert).

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